

what's HOT now

New gear, gadgets and luxury items for the yacht and yachtsman

DREAM CHASE BOATS DELIVER REAL PERFORMANCE

Recently, two very special chase boats came to our attention. While vastly different in their size, design and execution, they have interesting similarities. Both commissioned by superyacht owners and both highly customized, they offer much more than the ability to deliver their passengers to shore fast and dry.



ALEN YACHT 68

The Foster + Partners-designed Alen Yacht 68, named *Iguazu*, accompanies the 184-foot Perini Navi *Panthalassa*. Built of composite with an Airex core and powered with a pair of V12 MAN engines, the 67-foot boat tops out at around 45 knots and cruises at 41 knots.

At anchor, she provides a comfortable platform for entertaining, thanks to a Seakeeper gyro stabilizer (optional) and a deck with space to walk around, plus flexible seating for 12 for a lunch cooked on the built-in grill or teppanyaki hot plate. Her neatly concealed garage holds toys and even a 10-foot jet tender.

Garage notwithstanding, belowdecks there is room for up to three cabins. With a single cabin, the forward deck area can be designed as a comfortable salon, with seating, again, for up to 12. www.alenyacht.com

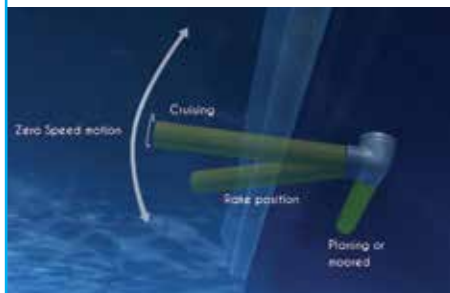


OTAM 58HT

The owner of *Crazy Me* gave designer Cristiano Gatto a concise brief for his OTAM-built chase boat, *Crazy Too*, "I would like a total black look." Aside from her uncommon black vinyl wrap, the boat boasts an exceptional electronics package—Internet via a 4G router for uninterrupted service, satellite TV, HD cinema, audiophile-quality speakers, plus electronic chart plotting and tracking and an AIS transponder, among other gizmos.

Powered by twin 1,724-hp Caterpillar C32 ACERT engines, *Crazy Too*, built of lightweight Aramat and vinylester resin, tops out at around 57 knots.

Gatto nuanced the all-black theme inside the four en suite cabins and salon found below. Also belowdecks is a fully equipped galley with a custom wine cellar designed to hold up to 16 very special bottles. www.otam.it



SWINGS TO STABILIZE

A Dutch company's solution for minimizing roll involves a rotating tube on a drive shaft, which can be mounted just about anywhere on the hull and is connected to an electric motor and gear box. Called RotorSwing, the system is starting to appear on newly launched yachts up to 100 feet and works by generating a lift force through a swinging and rotating motion. The retractable RotorSwing has proven its effectiveness at low speeds when it matters the most, and a ZeroSpeed version is now available. DMS Holland is the European distributor. www.dms holland.com